(a) whether there is discrimination in the ration money payable to CRPF (Para-Military Force) as compared to the Armed Forces;

(b) if so, the comparative ration money structure of CRPF and other Para-Military Forces with the Armed Forces; and

(c) the steps proposed to compensate CRPF personnel for their continuous deployment in remote, inaccessible and inhospitable areas under the stressful conditions?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) The scales for ration money for CRPF & Army are different.

(b) Ration money allowance is given on the following scales:

(i) CRPF & other CPMFs - 2900 calories

(ii) Armed Forces - 3850 calories

(c) Vth Pay Commission has made certain recommendations in this regard which are under examination of the Government.

Use of Black Money

4922. DR. MAHADEEPAK SINGH SHAKYA :
SHRI NITISH KUMAR :

Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned 'Dantwate's Call to unearth black money" appearing in the 'Pioneer' dated April 7, 1997;

(b) if so, whether the Government propose to formulate any scheme to utilise the black money in the country for productive works;

(c) if so, the estimate of the Government in regard to the amount of black money in the country; and

(d) whether the Government are also considering to encourage to use of this black money for social works?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) Yes, Sir.

(b) and (d) In the Approach Paper to the Ninth Five Year Plan approved by the National Development Council, the need to tap black money in order to provide the necessary resources for growth and development has been stated. Accordingly, in the Finance Bill for 1997-98, a Voluntary Disclosure Scheme has been announced. While 77.5% of the revenue resources from this scheme is proposed to be given to the States, the balance is to be made available towards financing Basic Minimum Services Programme and infrastructure needs.

(c) As per the study by the National Institute of Public Finance and Policy, black money was esimated between Rs. 31,584 crore to Rs. 36,786 crores in 1983-84. No authentic study has been made thereafter.

Racket Involving Transport Deptt. and Traffic Police

4923. SHRI SANAT KUMAR MANDAL : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to news item captioned "Transport Deptt. Traffic Police indicted, CBI probe into Multi-crore Racket urged" appearing in 'The Hindustan Times', dated April 17, 1997;

(b) if so, the facts thereof; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) Yes, Sir.

(b) The Government of National Capital Territory of Delhi had constituted a one man Inquiry Committee in March, 1995 to investigate into the operation of the "Immunity Card System" and to suggest ways and means to check and minimise the possibilities of its malpractice. The Committee in its report submitted to the Government of National Capital Territory of Delhi in September, 1996 could not, however, establish any apparent collusion between the enforcement wing of the Transport Department and the Delhi Traffic Police in the operation of the "System of Immunity Card."

(c) The Government of NCT of Delhi have since initiated prosecution proceedings under Prevention of Corruption Act against some officials of the Transport Department. The Transport Department has also taken action to streamline the procedure which includes interaction with various Associations of transporters so as to make the working of the Department more transparent.

[Translation]

Fertilizers Production

4924. SHRI JAGDAMBI PRASAD YADAV : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the time by which our country would become self sufficient in the urea production and whether any concrete scheme in this regard has been made or being made by the Government;

(b) whether the Government would formulate a special project with the help of scientist and technicians for increasing the use of organic fertilizers by the farmers under the Ninth Five Year Plan; and

(c) whether there is any proposal to develop compost and green manure equivalent to the urea fertilizer?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA) : (a) Government's policy has been to achieve maximum degree to self-sufficiency in urea. An appropriate policy framework of Retention Price-cum-subsidy Scheme exists to support and encourage indigenous urea production capacity; a High Powered Committee under Prof. C.H. Hanumantha Rao has been appointed recently to review this policy framework. Along with new production capacities within the country, setting up of Joint Venture projects abroad in countries having abundant and cheap raw materials resources is also being encouraged so that the gap on account of rising demand of urea is bridged to the maximum possible extent. However, it is not possible to indicate the time by which total self-sufficiency would be achieved.

(b) and (c) During 9th Plan, it is proposed to provide Central assistance under the Scheme on Balanced and Integrated Use of Fertilizers (under the Department of Agriculture and Cooperation) for promoting the development and the use of organic manure and bio-composting. Organic manure are low in nutrient (1 to 3%) and therefore are used as supplementary source of nutrient and are not intended to be a substitute for any fertilizer including urea.

Traffic in Delhi

4925. SHRI L. RAMANA : Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of complaints regarding traffic in Delhi received during the last three years, till date;

(b) the action taken to improve the traffic control on the roads and discipline the traffic rules breaking vehicles; and

(c) the number of deaths occurred in road accidents in Delhi during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) The complaints received mainly relate to bad road engineering, unauthorised parking, traffic congestion, encroachments, and misbehaviour, harassment by taxi/TSR/bus drivers. The number of such complaints received during the last three years and till date (upto 31.3.97) was as follows:

1994	1995	1996	1997 (upto 31.3.97)
872	1365	1644	404

(b) The comprehensive action plan drawn by the Delhi Police to ensure orderly movement of traffic on the roads in Delhi envisages strict enforcement of traffic rules, creating an awareness amongst the public for observance of traffic rules and execuation of appropriate engineering works (i.e. traffic signals, road dividers, road markings, etc.) in a phased manner.

(c) the requisite information is as follows :

Year	Persons Killed
1994	1884
1995	2070
1996	2091
1997 (upto 31.3.97)	513

[English]

Traffic Rules

4926. SHRI JANG BAHADUR SINGH PATEL : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the buses, three-wheelers and other heavy vehicles are not following the lanes on the roads and travel zig-zag way giving room for accidents and chaos on the roads;

(b) if so, the reasons for the Traffic Police not being able to discipline the vehicles;

(c) whether the flow of traffic on the traffic round-abouts in Delhi is not controlled and thus endangering the live of light vehicle drivers and others; and

(d) the steps taken to man efficiently the traffic islands in Delhi during the peak hours to properly regulate the traffic?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) and (b) Delhi Traffic police has been making stringent efforts to enforce discipline on roads. As a result, there is considerable improvement in lane discipline on the roads.

(c) and (d) The flow of traffic on traffic round abouts is suitably regulated by deployment of adequate manpower.

The steps taken to regulate traffic during peak hours include.

(i) All intersections/points and busy places are being manned to regulate traffic and to avoid traffic chaos.

(ii) Strict enforcement of stop lines by deploying traffic police persons at every arm of each intersection.